for giving the railwayline. How much time will RITES take to complete this study? Secondly, keeping in view the backwardness of Jammu and Kashmir State and the poverty-stricken people of that region, will the Government consider this project even though it is unremunerative?

SHRI MADHAV RAO SCINDIA: Sir, the first part of the question has already been answered by my hon. colleague. As far as the second part of the question is concerned, it is only after the bio-modal study is complete can some decision, positive or negative, be taken on this particular project.

SHRI SYED SIBTEY RAZI: Sir, my question has not been answered. My question was, how much time this bio-modal study is expected to take.

SHRI MADHAV RAO SCINDIA: Sir, my colleague has already answered this. He has said that RITES has been conducting the study and he has quite rightly asked for greater cooperation from the J & K Government and requested the hon. Member to help us out. We are not getting proper response to RITES queries and I am sure that if this response is expedited, the study would take a shorter time than what it seems to be taking at present.

SHRI PUTTAPAGA RADHAKRISHNA: Sir, the Minister has stated in his reply that in the survey the proposed railway line from Udham-pur to Qazigund has been assessed to be unremunerative. It seems that the Government has no mind to consider a railway line when it is unremunerative.- It is not justified to think on those lines in this case. This should be treated as a special case.

MR. CHAIRMAN: Will you consider it as a special case?

SHRI PUTTAPAGA RADHAKRISHNA; It is very important from the tourist's point of view.

MR. CHAIRMAN: That has already been asked by Mr. Matto. Don't repeat it, please.

SHRI PUTTAPAGA RADHAKRISHNA; It is important from the political point of view and defence point of view also, more particularly when J & K is having...

MR. CHAIRMAN: Will you kindly put your supplementary, please?

SHRI PUTTAPAGA RADHAKRISHNA; I want to know from the hon. Minister whether they are going to relax or deviate from the normal policy of seeing whether it is remunerative to construct this line as a special case, keeping in view its importance.

SHRI MADHAV RAO SCINDIA: A decision can be taken only after the bi-modai study is complete and we know the cost benefit of each mode of transport.

MR. CHAIRMAN; Question 363.

Passenger oriented wayside amenities on National Highways

♦363. SHRI PRAMOD MAHAJAN: SHRI SHANKER SINH VAGHELA :

Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 1020 given in the Rajya Sabha *on* the 3rd August, 1988 and state;

(a) what are the names of Highways State-wise, with locations of the sites where passenger oriented wayside amenities for the benefit of travelling public are available and what is the feedback about them; and

(b) when this scheme was introduced and with what results?

The question was actually asked on the floor of the House by Shri Shanker Sinn Vaghela.

THE MINISTER. OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT); (a) and (b) A statement is laid on the table of the House.

Statement

(a) Particulars of existing wayside amenities along Highways developed either by State Governments or public/private parties are not maintained.

(b) However, Government of India in August, 1986 mooted a scheme for providing wayside amenities along high traffic density corridors of National Highways through public and private sector participation. Estimates for the acquisition of land have been sanctioned in five States. Another scheme for the private entrepreneurs was also launched in March, 1987 under which letters of intent have been issue$_a$ to five parses. Another set of applications have also been received in response to advertisement in June, 1988.

श्री शंकर सिंह बाघेला : चेयरमैन साहब, यह प्रश्न मैंने मई 11, 1988, 3 अगस्त, 1988 और अब 7 दिसंबर 1988 को पूछा है । इसमें माननीय मंत्री जी ने जो 'क' का उत्तर दिया है उसमें कहा गया है कि राज्य सरकारों या सार्वजनिक/प्राइवेट पार्टियों द्वारा राजमार्गों के साथ-साथ की गई मौजूदा मार्गस्थ सुविधाओं के ब्यौरे नहीं रखे जाते हैं । मैं मंत्री जी से जानना चाहता हूं कि क्यों नहीं रखे जाते ?

दूसरे भाग 'ख' में कहा गया कि--- भारत सरकार ने अगस्त, 1986 में सार्वजनिक और प्राइवेट सैक्टर सहभागिता के जरिए राष्ट्रीय राजमार्गों पर अत्यधिक यातायात--बहुल कारीडरों पर मार्गस्थ सुविधाएं प्रदान करने की एक स्कीम बनाई थी । पांच राज्यों में भूमि अधिग्रहण के अनुमानों को मंजूरी दे दी गई है । मार्च, 1987 में प्राइवेट उद्यमियों के लिए एक दूसरी स्कीम शुरु की गई जिसके तहत पांच पार्टियों को आशय-पत्र जारी किए गए हैं । तो पहले जो स्कीम जन 1986 में बनी थी उसकी क्या प्रोग्रेस है ?

श्री राजेश पायलट : श्रीमान् 1986 में यह सोचा गया कि एक नेशनल हाइवेज पर बहुत सी प्रान्तीय सरकारों के टूरिस्ट डिपार्टमेंटों ने इनीशियेटिव लिया, लेकिन सेंट्रल गवनमेंट ने यह सोचा कि नेशनल हाइवेज पर हम ऐसी सुविधाएं उपलब्ध कराएं जहां कि हमारे नागरिक भाई जब गाड़ियों में सफर कर रहे हों तो वह अपनी गाड़ियों को रोककर किसी को कांटेक्ट करना चाहें या गाड़ी को ठीक करना चाहे या दूसरी ऐमिनिटीज उनको चाहिए तो वे ले लें । इसलिए 1986 में यह सोचा गया और प्रान्तीय सरकारों को लिखा गया जिनमें से करीब 9 प्रदेशों में 9 स्थानों को चुना गया । हमने उनमें से 4-5 की स्कीम ऐप्रूव कर दी है लेकिन दो तीन की अभी क्वैरीज चल रही हैं । उसके बाद 1987 में हमने सोचा कि प्राइवेट पार्टीज अगर आ जाएं और इस स्कीम में हिस्सा लेकर मदद करना चाहते हैं तो हमारी हाइवेज पर सबको ऐमिनिटीज मिल सकेंगी । उसमें हमें तकरीबन 50 एप्लीकेशंस मिली जिसमें से 10 चुनी गयी जो सारी रिक्वायरमेंट पूरी करती हैं । कुछ ने पूरे पर्टीकुलर नहीं दिये थे । अभी उनसे पत्र-व्यवहार चल रहा है । हमने फिर जून, 88 में दुबारा यह कहा कि 55 सारे देश के लिए कम है हो सकता है सब को पता नहीं पड़ा हो इसलिए दुबारा एडवर्टीजमेंट दिया । उसमें 125 एप्लीकेशंस आयी हैं । पेट्रोलियम मिनिस्टरी, हमारी मिनिस्टरी और टूरिज्म मिनिस्टरी मिलकर उनको छांट रही हैं जिनके पास जमीन है और जो सुविधा दे सकती हैं । उसमें इंटैन्शन सरकार की यह है कि बे-साइड एमिनिटीज सारे नेशनल हाईवेज पर दी जाये ।

श्री शंकर सिंह बाघेला : मैंने पूछा था कि दो साल में क्या प्रोग्रैस हुई । मैं समझता हूं एक इंच भी प्रोग्रैस इन एमिनिटीज के बारे में नहीं हुई है । आप एमिनिटीज नहीं देते हैं तो होता क्या है कि हर रोज हमारे देश में...

श्री सभापति : एमिनिटीज क्या है यह बता दीजिए ।

श्री शंकर सिंह वाघेला : दो साल में सिर्फ 55 एप्लीकेशंस रिसीव की हैं । यह क्या है ?

श्री राजेश पायलेट : चेयरमैन साहब, मैं माननीय सदस्य को बताना चाहता हूं कि जो 86 में हम लोगों ने 10 प्रदेश सरकारों को लिखा था उसमें मध्य प्रदेश में नलघाट ऑन नेशनल हाईवे-3, सैक्सड, वर्क इज इन प्रोग्रैस। महाराष्ट्र ओन मन्नौर ओन नेशनल हाईवे-8 । आन्ध्र प्रदेश-पालमनर ओन नेशनल हाईवे-4, त्रिपुरा-नुमारघाट ओन नेशनल हाईवे-44, गुजरात-वापी ओन नेशनल हाईवे-8, गोवा-पोंडा ओन नेशनल हाईवे-17, तमिलनाडु-सतूर ओन नेशनल हाईवे-7, बिहार-बराही ओन नेशनल हाईवे-2, उड़ीसा-रामेश्वर ओन नेशनल हाईवे । दिक्कत यह आ रही है कि वायिविलिटी देखते हैं लोग । हमने जो स्कीम बनायी है उसमें हम चाह रहे थे कि एक छोटा सा रेस्टारेंट हो, मोटल हो, वर्कशाप हो, टेलीफोन फेसिलिटी हो और फर्स्ट-एड हो । हमने पेट्रोलियम मिनिस्टरी से बात करके यह सोचा कि इसमें हम थोड़ा सा इंसेंटिव उनको दें । पेट्रोलियम पम्प गवर्नमेंट की तरफ से मिल जाये इससे प्राइवेट पार्टी ज्यादा आयेंगी । इसमें थोड़ा सा रिसपोंस बढ़ा । लेकिन जो हमें खबर मिली है इसमें तकरीबन 10–15 लाख रुपये खर्च एक साइट पर आता है और रिटर्न्स अभी उतना लोग नहीं सोच रहे हैं । इट इज ए न्य स्कीम । इसकी पब्लिसिटी भी काफी की गयी है । लोगों का रिसपोंस देखा गया । जब भी कोई ऐसा काम हाथ में लिया जाता है तो हमें पब्लिक के रिसपोंस पर डिपेंड रहना पड़ता है । जो माननीय सदस्य की मंशा है वही मंशा हमारी गवर्नमेंट की है । इसलिए इसमें ज्यादा इंसेंटिव देने की बात की गयी है । इसमें बहुत ज्यादा कोशिश की जा रही है लेकिन उतना रिसपोंस अभी नहीं है ।

श्री शंकर सिंह वाघेला : प्राइवेट पार्टी की बात तो अच्छी है । हर रोज प्राइवेट पार्टी ऐसी-ऐसी सुविधाएं दे रही है । आपने दो साल में एक सुविधा नहीं दी है । हमारा नेशनल हाईवे दुनियां भर के नेशनल हाईवे के कम्पैरीजन में एक्सीडेंट्स के लिए प्रसिद्ध है । तो मैं जानना चाहता हूं कितने लोग दो साल में असुविधाओं से स्वर्गवासी हुए हैं ?

श्री राजेश पायलेट : इन सुविधाओं से स्वर्गवासी का कोई सम्बन्ध नहीं है ।

श्री शंकर सिंह वाघेला : नेशनल हाईवे पर देखा गया है कि गाड़ियों में लाइट नहीं होती रास्ते में बीच में खड़ी कर देते हैं और दूसरी चीजें नहीं होती जिसके कारण रोड एक्सीडेंटस होते हैं । (व्यवधान)

श्री राजेश पायलेट : स्वर्गवासी को कम करने के लिए सरकार ने मोटर व्हीकल एक्ट बनाया है । (व्यवधान) चेयरमैन साहब, ये बे-साइड एमिनिटीज पैसेंजर को सुविधा बढ़ाने के लिए है और जो एक्सीडेंट की बात माननीय सदस्य के दिमाग में है इसके लिए ही सरकार ने मोटर व्हीकल एक्ट 50 साल बाद पास कराया । इसलिए स्ट्रिक्ट इंस्ट्रक्शंस और रूल्स लाये हैं । नेशनल हाईवे आथोरिटी बिल भी इसी मंशा से कल परसों हमने हाउस में पास किया है । इन सब एमिनिटीज से एक ऐसा पैकेज ले आयेंगे जिससे सड़कों की दुर्घटनाओं में कमी आयेगी । सड़कों पर सफर अच्छा रहेगा और सुविधा रहेगी ।

SHRI KAPIL VERMA: Sir, the list read out by the hon. Minister has no mention of Uttar Pradesh, it is a big State. The wayside amenities are woefully inadequate. I would like to know from the Minister whether there has been any response from Uttar Pradesh. If there has been response, what has been the difficulty, and when will it be sanctioned?

SHRI RAJESH PILOT; Sir, in 1987 about 55 applications we received from private people. Out of them, I think, 3, 4 are from Uttar Pradesh. One is Mr. Manviya Singh, Aprova Enterprise, Himkunt Colony.

MR. CHAIRMAN: You need not mention the names.

SHRI RAJESH PILOT: There are a few names, Sir. Four, five sites have been, given to Uttar Pradesh.

MR. CHAIRMAN: You should not neglect Uttar Pradesh.

SHRI RAJESH PILOT; We are not neglecting. We have open attachment for the whole country, Sir. Applications have been asked for each State locations. Uttar Pradesh has been responsive for west U.P. and very. little for east U.P. Yesterday itself the Maharashtra Government has informed that they would like to do on Government basis 25 sites. We are giving priority first to the State Government Tourism Department, then to our own ITDC if our Tourism Ministry wants to take up a site. After ^at the third priority is for the private sector, whosoever wants to come up with this investment.

DR. YELAMANCHILI SIVAJI: Sir, it is-mentioned that the estimates for acquisition of land have been sanctioned in five States. But to my understanding the acquisition of land is taking so much of time. Nothing is mentoned in the Highways Authorty Bill or in the amended Motor Vehicles Act. So, to do away with the delay in the acquisition of land as far as the national highways are concerned, is there any proposal with the Government to have a acquisition officer separately for the national highway roads?

SHRI RAJESH PILOT; Mr, Chairman, Sir, I do share the feeling of the hon. Member that this is one of the biggest problem'in development of national highways. I had quoted in the Lok Sabha .....

MR. CHAIRMAN: You fully agre that the State Government should help you.

SHRI RAJESH PILOT: Let me give an example also. One of the State Governments got a bypass sanctioned in 1973. Now it is 1988. We have not been able to acquire the land for that bypass. Fifteen years we have taken. This was one of the hurdles, and we have taken care of it in the .National Highways Authority Act so that the problem does not come.

SHRI VISHWA BANDHU GUPTA: Mr. Chairman, I would like to know from the hon. Mhvster whether he is aware of the fact that good road maps are not available. That is one of the facilities which should be available -to motorists and people who are travelling on national highways. One of the things that sets Asia including India apart from the western countries, developed countries, is lack of good road maps.

MR. CHAIRMAN: Will you provide good road maps?.

SHRI VISHWA BANDHU GUPTA Sir, I would like to know whether If he is not able to give facilities or 15-lakh basis for private parties coming forward to having these facilities, whether he would considei at least . providing telephones in dhabas because dhabas exist and some first aid and whether this facility at ' least on a very shor notice on a large scale can be provided on the national highways. The Communications Minster is also here

SHRI RAJESH -PILOT: With re gard to this scheme for. wayside amenities which is coming up, we have had a lot of inter-Ministry pro blems initially to give a petrol pum and financial assistance. Now ' the

package is very clear. I think this should be very effective very shortly.

The hon. Member has asked about road maps. We would certainly discuss with the Tourism Department and our Own Department. We will also take his help for balloon flying because he is going on balloon from A to B. We will take his guidance and help for the map.

SHRI BIR BHADRA 'PRATAP SINGH; In this scheme which is in the States sector, why are you involving public and private sector organisations?

SHRI RAJESH PILOT; Sir, it is giving amenities to the people. Now also private people are doing it. A number of State Governments are also doing it. We are giving priority to the State Government Tourism Department. Then the Tourism Department of the Central Ministry. The third priority is to the private sector. If no State Government comes forward and the ITDC does not come forward, then, let the private sector come and give it. Citizens will get the amenities.

Reservation of SC/ST for the posts of teachers and principals

*384. SHRI AJIT P. K. JOGI: SHRI SOHAN LAL DHUSIYA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state-.

(a) whether it is a fact that the prescribed quota of reservation of SC/ST for the post of teachers and Principals in Central Schools has not been fulfilled;

(b) if so, what are the details in this regard and the reasons therefor;

|The question was actually asked on the floor of the House by Shri Ajit P. K. Jogi.

(c) what steps are being taken to All up the back-log of reserved quota; and

(d) whether those responsible for not filling reserved quota have been identified and if" so, what action has been taken against them?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI); (a) to (d) As against the prescribed reservation of 15% and 71/2% for SC and ST candidates respectively, percentage of teachers belonging to these communities is about 5% and 1% respectively in the Ken-driya Vidyalaya Sangathan as on 30.4.88. It has, however, not been possible for the K.V.S. to fill up the full quota of vacancies reserved for these categories due to non-availability of suitable candidates.

Kendriya Vidyalaya Sangathan is presently taking the following steps to fill up the reserved posts:—

(i) Posts are advertised through DAVP on an all-India basis in different leading local News Papers and also in the Employment News (weekly);

(ii) No fee is charged from SC/ ST candidates for any of these posts;

(iii) Age relaxation is granted to SC/ST candidates;

(iv) Relaxation in teaching as well as administrative experience is granted for SC/ST candidates;

(v) All eligible SC/ST candidates are called for interview in relaxation of general conditions.

(vi) Separate interviews are organised for SC/ST candidates.

MR. CHAIRMAN: Question Hour is ! over.